

# YING FOR FLIGHTS

## Cities Bid for International Aviation Contest.

### WASHINGTON IS SUGGESTED

New York, Chicago, and St. Louis seek to procure aviators for the world in 1910—This city considered the logical selection for next year's tournament.

Glenn Curtiss' sweeping victories at Rheims have won the next international aviation contest for the United States. It is to be held about ten months from the present date. France will make a mighty effort to regain her lost laurels, and unquestionably the most brilliant tournament in the history of aeronautics will result. The question now arises, in what city will the carnival be held?

New York wants it. Chicago wants it. St. Louis has put in a bid. A spirited contest is already in progress between these municipalities. The city which wins will have achieved a memorable victory over its rivals.

But there is one city above all others which has a right to the event, one which is propitious and appropriate beyond any other, and that is Washington.

Center of Science.

This city is not merely the Capital of the country, but it is the center of scientific life, and the point where the true pioneers of the aeroplane, the Wright brothers, first revealed their splendid creation to the world. If the fitness of things alone were to be consulted, there would be no question about holding the tournament here.

If Washington is to have the event, however, she must fight for it, and push forward vigorously every argument she can muster. Purely as a commercial proposition it would be second to the inauguration alone in bringing visitors to the city. For the American Aero Club would be filled with outsiders. It would be one of the gayest and most brilliant weeks the city has ever known.

If there is any desire here on the part of business men to bring the carnival to the city, now is the time to begin the campaign. No days can be lost. New York, Chicago, and St. Louis are already in the field, and others will presently appear. While New York will naturally be favored by the American Aero Club, under whose auspices the event will be held, there will be a fair field and no favors to the cities which desire to present arguments in their own cause.

### Would Arouse the Nation.

To have the Wrights, Curtiss, Bleriot, Latham, Farman, LeFebvre, and a score of other champions of France, Germany, and England in this city would probably set the country wild with enthusiasm for aeronautics. It is not inconceivable that some lieutenant of the Signal Corps will have to come to the front as a premier aviator in the next year and prove a formidable competitor in the contest. If the carnival should be held here, it would be under semi-official auspices, with the President as chief patron of the event, as it were, and thereby gain in significance.

Washington, also, was the home of Samuel W. Langley, whose experiments with a monoplane six years ago, ill-fated as they were, unquestionably did much to open the way when man began to fly. His work did much to stimulate such men as Wright and Curtiss. Here, also, lives Emil Berliner, now experimenting with a machine which may loom large in aviation, the helicopter, and Graham Bell, another man who has been the study of heavier-than-air machines, is also a Washingtonian.

Here Capt. Thomas Baldwin made his flights with a dirigible which was subsequently purchased by the United States government. The Fort Myer parade grounds are already noted in the realm of aviation. Whether the international tournament could be held here or not is a question, but a large aviation field could undoubtedly be prepared should Washington determine to try for the event which is rightfully hers.

## MORRISON PETITION TABLED.

Department of Commerce and Labor Plans No Immediate Action.

Officials at the Department of Commerce and Labor state that no immediate action will be taken in connection with the charges preferred by Secretary Morrison, of the American Federation of Labor, that laborers are not paid the share to which they are entitled under the protective tariff system.

Secretary Morrison is said to have forwarded a request for an investigation to Acting Secretary McPherson, of the department, and it is also reported that the matter has been taken up with Commissioner of Labor Neill.

According to Mr. Morrison, the wages of the workers of the country have been reduced to such an extent that "in sheer desperation they have decided to cease work until their many grievances are remedied and a higher wage paid."

## GAME LAWS ISSUED.

Agricultural Bulletin Anticipates Opening of Hunting Season.

In a recent bulletin issued by the Department of Agriculture is contained a revised edition of the game laws of the District of Columbia, Maryland, and Virginia, and hunters of this section are all anxious to obtain a copy.

According to the bulletin, hunting is permitted in the District on the marshes of the Eastern Branch above the Anacostia Bridge, and also on the marshes of the Virginia shore of the Potomac River, provided birds are not hunted within 200 yards of any bridge or dwelling.

Robins, swallows, herons, gulls, and grebes are protected, but no protection is given English sparrows, crows, hawks, or owls. The open season for other species of game is as follows: Woodcock, July 1 to January 1; quail, September 1 to February 1; plover, duck, and snipe, September 1 to April 1; deer, September 1 to January 1; rabbit, November 1 to February 1; squirrel, November 1 to March 1; and grouse and wild turkey, November 1 to December 28.

## Mrs. Hay's House on Fire.

Fire did small damage yesterday morning to the residence of Mrs. John Hay, 836 Sixteenth street northwest. The fire was caused by a boiler throwing a bucket of paint into an open furnace.

## Largest Morning Circulation.

Fans—Electric—Fans

National Electrical Supply Co.,

1330 New York Ave.

## GOLDEN JUBILEE PLANNED.

### St. Aloysius' Church Will Observe Semi-Centennial in November.

The golden jubilee of St. Aloysius' Church will be celebrated this fall with becoming solemnity, and Rev. Eugene Del. McDonnell, rector of the church, already has his plans well under way for the event.

October 16 will mark the fiftieth anniversary of the dedication of St. Aloysius' Church, but the celebration will not be held until a little later, probably in the middle of November.

There will be three days' celebration, including the solemn religious observance on Sunday, and this will be followed by a "golden jubilee fair," which will be held in Gonzaga Hall, and will last two weeks.

The object of the fair is to make this semi-centennial a banner year by raising \$20,000 to assist in liquidating the church debt. Father McDonnell also feels that for the celebration of the jubilee next November the exterior of the church must be painted or otherwise renovated, and the men of the Third Sunday Brigade have pledged themselves to raise \$1,200 for that purpose.

## CONVENTION ENDS TO-NIGHT

### Electrical Workers Will Conclude with Smoker.

### Reports Show Not a Single Strike in Progress, Owing to System of Arbitration.

The convention of Electrical Workers yesterday was confined to the reading of reports, and no business of public interest was transacted. The meeting will conclude with a smoker this evening. Following a summary of the numerical strength which the organization is now able to muster, the afternoon session was largely spent in considering the finances of the association.

"There has been an increase in membership of 4,000 workers in the territory covered by Pennsylvania, Maryland, New Jersey, Delaware, and the District of Columbia," said J. J. Reid, the national secretary of the organization. "This is a great showing for us, and we are convinced that prosperity has returned. Many of our men were out of work a year ago, and the membership fell off at a great rate. Now this condition is completely reversed, and there is a strong demand for workers."

"There is not a single strike throughout the country. Labor troubles have almost entirely disappeared. We have perfected the best system of arbitration in the country, and take pride in keeping faith with the employer. No local union is permitted to declare a strike without first consulting the district head, and the latter is always urged to bend to the will of the employer. It is toward amicable settlement before declaring industrial warfare. In this way we avoid hundreds of ineffectual strikes which hot-headed men were determined upon."

The District of Columbia organization is in splendid shape, and fully illustrates the prosperity which business is now experiencing from the Atlantic to the Pacific."

## MAY COME WITH ARMS.

### Permission Given Canadian Troops by the State Department.

The Department of State has granted permission for the Fifth Regiment, Canadian Artillery, to land at Seattle, under arms, on September 4. The request came to the department through the British Embassy, and the permission was granted to Ambassador Bryce.

This is the second time this year Canadian troops have been under arms in the United States. The first instance was in the participation of two Canadian organizations in the Champlain bicentennial celebration.

## WEATHER CONDITIONS.

U. S. Dept. of Agriculture, Weather Bureau, Washington, D. C., Aug. 30, 1909.—A moderate to strong easterly wind, with light to moderate rain, is causing unsettled weather and local rains in the East and South Atlantic States. This disturbance will move northward, attended by local rains in the South Atlantic States, and also reported in Northern Michigan, New Mexico, Arizona, and Nevada. In all districts other than those referred to, fair weather prevailed during the last twenty-four hours.

Cooler weather has become general in practically all districts east of the Mississippi River, while in the Plains States and the Northwest a change of rain is indicated. In the Southwest, frost and fog are reported. In the Northwest, and Monday morning frost warnings were issued for Northern New York, New Hampshire, Vermont, and the interior of Maine.

The weather will be unsettled with local rains in the Southeast States during Tuesday, and the weather will be unsettled with local rains in the Southwest States during Wednesday. In all other districts the weather will be generally fair Tuesday and Wednesday.

Rising temperatures are indicated for the Ohio Valley and the Lake region Tuesday, and the Northeast States Wednesday. In other regions the weather will be unsettled.

The winds along the New England coast will be light variable; on the Middle Atlantic coast moderate easterly; on the South Atlantic coast moderate to brisk easterly, except variable to the Florida coast; on the Gulf coast moderate variable; on the Pacific coast variable.

Steamers departing Tuesday for European ports will have moderate variable winds and generally fair weather to the Grand Banks.

## Local Temperature.

At Washington, 7:2 a. m., 65; 4 a. m., 63; 6 a. m., 60; 8 a. m., 58; 10 a. m., 55; 12 noon, 52; 2 p. m., 50; 4 p. m., 48; 6 p. m., 45; 8 p. m., 42; 10 p. m., 40; Minimum, 38; Maximum, 65.

At Baltimore, 7:2 a. m., 62; 4 a. m., 60; 6 a. m., 58; 8 a. m., 55; 10 a. m., 52; 12 noon, 50; 2 p. m., 48; 4 p. m., 45; 6 p. m., 42; 8 p. m., 40; 10 p. m., 38; Minimum, 35; Maximum, 62.

At Philadelphia, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At New York, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At St. Louis, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Chicago, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At San Francisco, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Portland, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Seattle, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Denver, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Salt Lake City, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At St. Paul, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Minneapolis, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Des Moines, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Omaha, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At St. Louis, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Chicago, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At San Francisco, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Portland, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Denver, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Salt Lake City, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Omaha, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Portland, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Denver, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Salt Lake City, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Minneapolis, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Des Moines, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Omaha, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Omaha, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Denver, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Salt Lake City, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At Omaha, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

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At San Francisco, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Portland, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Seattle, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Denver, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Salt Lake City, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At St. Paul, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 38; 10 p. m., 35; Minimum, 32; Maximum, 60.

At Minneapolis, 7:2 a. m., 60; 4 a. m., 58; 6 a. m., 55; 8 a. m., 52; 10 a. m., 50; 12 noon, 48; 2 p. m., 45; 4 p. m., 42; 6 p. m., 40; 8 p. m., 3